**Jamnagar-Amristsar Superfast Train**

† 2830. SHRI GOPALSINH G. SOLANKI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to start a new Superfast train from Jamnagar to Amritsar, in the ensuing rail budget;

(b) if so, the time table and place of haltage thereof;

(c) if not, the reasons therefor; and

(d) whether the proposal would be reconsidered in view of the military as well as religious importance of the two cities?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAMGOPAL): (a) No, Sir. Not at present.

(b) Does not arise.

(c) and (d) Examined, but not fould feasible due to operational and resource constraints.

**Speed Fitness of Railways Cranes**

2831. SHRI NILOTPAL BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken a stand that 140T Cranes, purchased through 1984-85 and 1997-98 contracts, are fit to operate on main lines at 90 kmph, but cleared at lower speed due to bad track conditions;

(b) if so, whether the certificate from Commissioner for Railway safety issued in accordance with IR Act 1989, mentioning inability of main line tracks specifically, has been obtained;

(c) whether the rules and parameters applied by RDSO and CRS for clearance certificate to other rolling stock for 100 kmph and more speeds on same tracks have been followed; and

(d) if not, the details of cases where such Cranes travelled upto 100 kmph to reach accident site since 1987?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) 140 Tonne Cranes purchased through contracts in 1984-85 and 1997-98 were to a speed potential of 90 kmph on track to specified test standards based on

† Original notice of the question was received in Hindi.

dynamics of track wheel interaction. The actual operating speed of the Crane in each section is determined on case-to-case basis according to the track and bridge conditioning prevailing in that section.

(b) The decision to operate any rolling stock at a given maximum speed is based on:

(i) Maximum permissble speed certificate issued by Research Designs and Standards Organisation (RDSO) of Railways after doing oscillation tras and taking into account the relevant standards for track, bridges, signaling, etc.

(ii) Joint Safety Certificate issued by the concerned officers of the Zonal Railways for track," bridges, rolling stock, signaling and operating branches.

(iii) Scrutinizing the recommendations on the relevant documents submitted by the Zonal Railways by Commissioner of Railways Safety (CRS) based on IR Act 1989. The recommendation of the CRS is sent to the Railways Board through the Chief Commissioner of Railways Safety (CCRS).

(c) Yes, Sir. The applicable rules and parameters have been followed by RDSO and CRS while granting clearance certificate for all types of rolling stock.

(d) So far, no Crane has been cleared for 100 kmph operation.

**Conversion of Rajkot-Veraval Rail Line**

2832. SHRI ANANTRAY DEVSHANKER DAVE:
SHRI RAJU PARMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the physical and financial progress of conversion into broad gauge of the Rajkot-Veraval rail line;

(b) whether the Ministry of Railways has a time bound programme for completion of the this conversion work; if so, the time frame for the completion;